2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

21

Clarke County Town of Berryville Town of Boyce

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					C	Clarke Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County															
7	3.80	23000	Α	93%	0%	Frederick Count 2% 1%		0%	С	0.101	Α	0.679	25000	Α	2003
	4.45			From:		BUS SR 7 West of		-00/	-	0.000	_	0.704	0.4000	-	0000
7	1.45	22000	F	93%	0%	2% 1%		0%	F	0.088	F	0.724	24000	F	2003
				From:		US 340 North of E									
7	1.65	20000	F	93%	0%	2% 1%	4%	0%	F	0.098	F	0.926	21000	F	2003
				From:		Bus SR 7 East of I									
7	4.16	21000	F	95%	1%	2% 1%	2%	0%	F	0.102	F	0.834	24000	F	2003
				From:		21-606									
7	2.51	21000	F	95%	1%	2% 1%		0%	F	0.099	F	0.925	23000	F	2003
				To:		Loudoun Count									
Bus	0.00	0000	_	From:	40/	SR 7 West of Be		00/	_	0.000	_	0.544	7400	_	2002
7	0.80	6900	F	96% To:	1%	1% 1% WCL Berryy		0%	С	0.089	F	0.511	7100	F	2003
E 6D 'II						WCE Berry	inc								
Fown of Berryville Bus				From:		WCL Berryv	ille								
7	0.86	6900	N	96%	1%	1% 1%		0%	Ν	0.089	Ν	0.511	7100	Ν	2003
<u> </u>				To:		US 340 Berry	ville								
Bus	1.12	4000	F	96%	0%	1% 1%		0%	С	0.101	F	0.526	4100	F	2003
7	1.12	4000	Г	90 76 To:	076	ECL Berryv		0%	C	0.101	Г	0.520	4100	Г	2003
						EEE Benyv	iiic .								
Clarke County Bus				From:		ECL Berryv	ille	Ī							
7	0.27	4000	N	96%	0%	1% 1%		0%	Ν	0.101	Ν	0.526	4100	Ν	2003
				To:		SR 7 East of Be	rryville								
				From:		Fauquier Count	y Line								
17 50 John S Mosby Hw	3.44	14000	F	95%	1%	1% 1%	2%	0%	F	0.095	F	0.699	15000	F	2003
\bigcirc				To: From:		21-723 East of M									
(17) (50)	1.97	13000	F	95%	1%	21-723 East of M 1% 1%		0%	С	0.097	F	0.710	13000	F	2003
(17) (30)	1.01	.0000	•	To	1 70		270		Ü	0.007	·	0.7 10	10000	•	2000
	2.83	13000	F	From: 95%	1%	SR 255 1% 1%	2%	0%	F	0.094	F	0.717	14000	F	2003
[17] [50]	2.00	13000	•	90 /0	1 /0			0 70	'	0.034	'	0.717	14000	'	2003
	1.67	12000	F	From: 95%	1%	US 340 South of 1% 1%		0%	F	0.093	F	0.68	12000	F	2003
[17] [50]	1.07	12000	Г	93 76 To:	1 70	Frederick Count		0%	Г	0.093	Г	0.00	12000	Г	2003
				From:											
(50)	1.67	12000	F	95%	1%	Frederick Count		0%	F	0.093	F	0.68	12000	F	2003
(30)			-	To:					-		•				
(50)	2.83	13000	F	From: 95%	1%	US 340 South of 1% 1%	_	0%	F	0.094	F	0.717	14000	F	2003
[50]	2.00	15000	•	JJ 70	1 70		270	070	•	0.004	•	0.7 17	14000	į.	2000
	1.97	13000	F	From: 95%	1%	SR 255 1% 1%	2%	0%	С	0.007	F	0.710	13000	F	2003
(50)	1.97	13000	Г	95%	170			U%	C	0.097	Г	0.710	13000	Г	2003
/ John O.Mookuulluur	0.44	44000		From:	40/	21-723 East of M		00/		0.005		0.000	45000	_	0000
50 John S Mosby Hwy	3.44	14000	F	95% To:	1%	1% 1% Fauquier Count		0%	F	0.095	F	0.699	15000	F	2003
				From:			y Line								
055	0.79	1300	F	97%	1%	US 50 1% 0%	0%	0%	F	0.114	F	0.505	1300	F	2003
255)	0.18	1300		J1 /0	1 /0		U /0	U /0		0.114		0.505	1500	'	2000
255	3 05	1700	F	97%	1%	N 21-723 1% 0%	0%	0%		0.106		N 510	1800	F	2002
255	3.05	1700	r	97% To:	170	US 340	U%	U%	С	0.106	F	0.518	1000	۲	2003
				From:			Lina								
340 522 Front Royal Pike	1.79	17000	G	84%	1%	Warren County 1% 1%		0%	С	0.083	F	0.528	18000	G	2003
340 522 Front Royal Pike	0	500	-		1 /0				J	0.000	•	0.020	.5000	9	2000
(240)	2.09	7200	F	From: 92%	1%	US 522 Double T 1% 1%		0%	С	0.094	F	0.733	7400	F	2003
(340)	۵.05	, 200		92 70 To:	1 /0	21-658 White		0 /0	O	0.034	'	0.733	7-00	'	2003
								L.							

					CI	arke Ma	intenanc	e Area								
Route Clarke County	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
(340)	1.83	7600	F	92%	1%	21-658 1%	3 White Po	6%	0%	F	0.086	F	0.725	7800	F	2003
340	1.19	8100	F	From: 91%	1%	1%	1% L Boyce	yce 6%	0%	С	0.09	F	0.626	8300	F	2003
Town of Bovce	0.81	8100	N	91% To:	1%	SC 1%	L Boyce	6%	0%	N	0.09	N	0.626	8300	N	2003
Clarke County				From:			EL Boyce									
340	2.27	8100	N	91%	1%	1%	1%	6%	0%	N	0.09	N	0.626	8300	N	2003
340	2.99	9500	F	91% To:	1%	1%	Old Chap 1% Berryville	6%	0%	F	0.087	F	0.599	9800	F	2003
Town of Berryville	0.51	9500	N	From:	1%	SCL 1%	Berryville 1%	6%	0%	N	0.087	N	0.599	9800	N	2003
<u>340</u>	0.45	9900	F	From: 91%	1%	1%	R 7 Bus 1% Berryville	6%	0%	F	0.08	F	0.504	10000	F	2003
Clarke County				•												
340	0.24	9900	N	91%	1%	NCL 1%	Berryville 1%	6%	0%	N	0.08	N	0.504	10000	N	2003
340	1.29	13000	F	From: 89%	1%	2%	SR 7 1%	8%	0%	F	0.079	F	0.518	13000	F	2003
340	2.82	11000	Α	From: 89%	1%	2%	21-611 1% ginia State	8%	0%	С	0.101	Α	0.512	10000	Α	2003
522 Front Royal Pike	1.79	17000	G	From: 84%	1%		County Li		0%	С	0.083	F	0.528	18000	G	2003
522 Front Royal Pike	0.32	13000	G	From: 86%	US:	1%	77 Double 1% k County I	11%	0%	F	0.079	F	0.524	14000	G	2003
(600)	0.65	10	R	From:		D	ead End				NA			NA		04/14/2003
				From:	T.1		US 50	←. T :								
601) Blue Ridge Mountain Rd	6.29	1300	F	98%	0%	1%	1%	1%	0%	С	0.156	F	0.852	1400	F	2003
601) Blue Ridge Mountain Rd	1.52	1800	F	94%	2%	1%	21-605 2%	1%	0%	F	0.161	F	0.684	1800	F	2003
(601) Blue Ridge Mountain Rd	0.20	2000	F	94%	2%	1%	650 West 2%	1%	0%	F	0.126	F	0.879	2000	F	2003
601) Blue Ridge Mountain Rd	0.15	1800	F	From: 94%	2%	1%	-650 Mid 2%	1%	0%	F	0.137	F	0.822	1900	F	2003
601) Blue Ridge Mountain Rd	1.76	1900	F	From: 94% To:	2%	1%	650 East 2% n County L	1% ine	0%	F	0.137	F	0.796	2000	F	2003
Loudoun County																
601) Blue Ridge Mountain Rd	1.12	2200	F	94%	2%	Loudou 1%	n County L 2%	ine 1%	0%	С	0.123	F	0.852	2200	F	2003
(601) Raven Rocks Rd	0.11	380	N	From: 94%	3%	3%	ry F Byrd I 0% n County L	0%	0%	N	0.106	N	0.523	390	N	2003

					C	ialke Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail			K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County				- 1										
Payon Pocks Pd	1.20	380	F	94%	3%	Loudoun County Line 3% 0% 0%	0%	С	0.106	F	0.523	390	F	2003
601) Raven Rocks Rd	1.20	300	Г	94 70 To:	370	West Virginia State Line	076	C	0.100	Г	0.525	390	Г	2003
				From:			1							
	0.89	50	R	r roin.		Dead End			NA			NA		04/14/200
602	0.03	30	1						INA			INA		04/14/200
$\overline{}$			_	From:		0.89 MN Dead End								
602	1.49	570	R	To:		110.50			NA			NA		04/14/200
						US 50								
	0.40	400	_	From:		21-612			N1.0			NIA		0.4/00/000
603	0.10	160	R						NA			NA		04/06/200
				To: From:		0.10 ME 21-612								
(603)	0.70	120	R						NA			NA		04/17/200
603 603				To:		21-663	F							
603)	1.33	80	R						NA			NA		04/21/200
				To:		1.33 ME 21-663								
603	1.24	230	R	From:		1.55 ME 21-005			NA			NA		04/21/200
603	1.24	200	•	To:		SR 7			14/ (14/ (0-1/2 1/200
				From:		21-605								
<u></u>	1.90	110	R	<u> </u>		21-003			NA			NA		06/09/200
604)	1.50								INA			11/-1		00/03/200
$\overline{}$				From:		21-607								
604)	3.17	160	R						NA			NA		04/14/200
				To: From:		SR 7	-							
604)	0.30	90	R						NA			NA		04/24/200
				To:		21-679								
				From:		21-649								
605)	0.50	150	R						NA			NA		04/14/200
<u> </u>				To- From:		21-604	F							
605)	2.11	40	R	rioni.					NA			NA		04/17/200
				To:		21-601								
				From:		US 50								
606	2.94	570	R						NA			NA		04/06/200
				To:		21-649 SOUTH								
606	1.70	60	R	From:		21-049 300 111			NA			NA		04/17/200
(000)	•			To:		1.70 MN 21-649								0 200
				From:		1.70 MN 21-649 S								
(606)	0.70	290	R						NA			NA		04/06/200
				To:		21-649 NORTH								
606)	2.78	710	R	From:					NA			NA		04/14/200
				To		21-607								
<u></u>	1.82	910	F	98%	0%	1% 1% 1%	0%	С	0.107	F	0.696	930	F	2003
606	1.02	310	•	To:	0 70	SR 7; FR 709	070	O	0.107	•	0.000	550		2000
				From:			1							
007	0.70	130	R			21-604			NA			NA		04/06/200
607	0.70	130	1	To:		21-606			INA			INA		04/00/200
				From:			<u>,</u>							
	3.20	330	R			21-621			NA			NA		04/13/200
608)	3.20	330	K	To:		SR 7 WEST	1		INA			INA		04/13/200
				From:		SR 7 EAST								
608)	1.81	360	R						NA			NA		04/06/200
				To		21 (12								
	0.85	400	R	From:		21-612			NA			NA		04/14/200
608)	0.00	400	ĸ						INA			NA		U4/ 14/2UU
				From:		21-609								
608)	0.70	360	R						NA			NA		04/14/200
				To:		21-663								

						larke Mairiteriarit									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County				From:		21-663									
608)	0.73	350	R			21 003				NA			NA		04/14/200
				To:		West Virginia State	Line								
	0.60	20	R	From:		21-608				NA			NA		04/06/200
609	0.00	20	K	To:		21-612				INA			INA		04/00/200
				From:		US 340									
610	1.30	120	R	т						NA			NA		04/23/200
				To: From:		21-641									
611)	2.87	1300	F	97%	0%	US 340 1% 1%	1%	0%	С	0.126	F	0.785	1400	F	2003
				To:		West Virginia State									
\bigcirc				From:		Dead End									
612	1.10	610	R							NA			NA		04/14/200
	0.08	610	R	From:		1.10 MN Dead E	ind			NA			NA		04/14/200
612	0.06	610	K	To:		SR 7 EAST				INA			INA		04/14/200
\bigcirc	0.40	4000	_	From:	00/	SR 7 WEST	00/	00/	_	0.40	_	0.70	1000	_	2000
612)	2.10	1200	F	98%	0%	1% 0%	0%	0%	С	0.12	F	0.79	1300	F	2003
612)	2.63	1000	F	From: 98%	0%	21-608 1% 0%	0%	0%	F	0.125	F	0.840	1100	F	2003
612)	2.00	1000	•	To	070	US 340	070	070	•	0.120		0.010	1100		2000
				From:		21-621									
613	0.39	190	R					_		NA			NA		04/17/200
	2.07	240		To: From:		21-618				NΙΛ			NIA		04/17/200
613)	2.07	310	R							NA			NA		04/17/2003
613)	1.01	750	F	From: 98%	1%	21-647 1% 0%	0%	0%	С	0.096	F	0.615	770	F	2003
010				To:		SCL Berryville									
Town of Berryville				From:		CCL D 'II		1							
613)	0.31	750	N	98%	1%	SCL Berryville	0%	0%	N	0.096	N	0.615	770	N	2003
<u>(613)</u>				To:		21-673									
613)	0.17	2700	F	98%	1%	1% 0%	0%	0%	F	0.119	F	0.506	2800	F	2003
				To:		SR 7 BUS									
(614)	0.48	830	R	From:		Dead End				NA			NA		04/23/200
(614)	0.40	000	IX.	To:		21-616				INA			INA		04/23/200
				From:		SR 7 BUS									
(615)	0.68	900	F	95%	1%	1% 1%	1%	0%	С	0.087	F	0.523	930	F	2003
GL I G				To:		NCL Berryville	2								
Clarke County				From:		NCL Berryville	2								
(615)	0.12	680	F	95%	1%	1% 1%	1%	0%	F	0.096	F	0.503	700	F	2003
				From:		SR 7 Bypass									0.1/00/000
615)	1.85	650	R	To:		Dead End				NA			NA		04/23/2003
				From:		US 340 SOUTI	ī								
(616)	0.22	1500	F	99%	0%	0% 0%	0%	0%	F	0.116	F	0.669	1500	F	2003
				To:		SCL Berryville	·								
Town of Berryville				From:		SCL Berryville									
616)	0.48	1900	F	99%	0%	0% 0%	0%	0%	С	0.103	F	0.586	1900	F	2003
				To: From:		21-1011									
616	0.06	3300	F	99%	0%	0% 0%	0%	0%	F	0.099	F	0.521	3400	F	2003
				To:		SR 7 BUS									

						iaike iviairiteriai	0071100								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Berryville				From:		SR 7 BUS		1							
616)	0.13	1400	F	100%	0%	0% 0%	0%	0%	С	0.103	F	0.573	1400	F	2003
616)	0.25	1000	F	From: 99%	0%	21-1005 0% 0%	0%	0%	F	0.096	F	0.729	1100	F	2003
Town of Boyce				10.		US 340 NOR	iH								
	0.20	270	R	From:		21-723				NA			NA		04/17/2003
617)	0.20	210	K	To		21-666				INA			INA		04/17/2003
617)	0.18	200	R	From:		ECL Boyce				NA			NA		04/17/2003
Clarke County															
617)	0.83	210	R	From:		ECL Boyce				NA			NA		04/17/2003
	4.40		_	To: From:		21-620		-							0.4.4.7.100004
617)	1.48	200	R	To:		SR 255				NA			NA		04/17/2003
617)	0.70	650	R	From:		SK 233				NA			NA		04/17/2003
	0.20	440		To: From:		21-619		-		NIA			NIA		02/20/2000
617)	0.20	440	R	To		21-618				NA			NA		03/30/2000
617)	1.20	80	R	From:						NA			NA		04/17/2003
<u> </u>				To:		21-621									
618)	1.20	290	R	From:		21-617				NA			NA		03/30/2000
0.09				To		21-613									
	0.20	50	R	From:		21-651				NA			NA		04/17/2003
619	0.20	30	1	To:		Dead End; GapTe	rminus			INA			INA		04/11/200
(40)	0.75	160	R	From:		Dead End; Gap Te	erminus			NA			NA		04/17/2003
(619)	0.70			To		21-617									
	2.10	220	В	From:		21-655				NIA			NIA		04/24/200
620	2.10	220	R	To:		21.652				NA			NA		04/24/2000
(620)	1.00	390	R	From:		21-652				NA			NA		04/21/2003
				From:		US 340		<u> </u>							
620	0.20	360	R							NA			NA		04/23/2003
620	1.20	300	R	From:		21-617				NA			NA		04/24/2000
				To:		SR 255									
	2.20	140	R	From:		21-723				NA			NA		03/30/2000
621)	2.20	140	IX	To-		21-651				INA			INA		03/30/2000
621)	2.00	60	R	From:		21-031				NA			NA		04/17/2003
	1.30	70	R	From:		21-617				NA			NA		04/17/2003
621)	1.50	, 0	11	To:		21-613				IVA			INA		0 4 /1//2000
621)	0.21	180	R	From:		21-013				NA			NA		04/13/2000
	0.00	400		From:		0.21 ME 21-6	13			ALA			h 1 *		04/47/0000
621)	0.29	190	R	Ta		0.503.57.51	12			NA			NA		04/17/2003
621)	0.50	180	R	From:		0.50 ME 21-6	15			NA			NA		04/13/2000
\bigcirc				To:		21-608									

				Clarke Maintenance Area				
Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	C K Factor	QK Dir Factor	AAWDT QV	/ Year
			From		. 20101	. 40101		
2.09	90	R	rion):	21-608	NA		NA	04/17/2003
			To: From:	2.09 ME 21-608]			
2.31	240	R			NA		NA	04/13/2000
0.05	60	R	FIOIII.	21-658	J NA		NA	03/30/2000
			To	0.05 ME 21-658	ļ			
1.75	30	R	From:		NA		NA	04/14/2003
			From:	21-627				0.444.40000
0.60	100	R	_		NA 1		NA	04/14/2003
0.90	60	R	From:	21-626	NA		NA	04/14/2003
0.00			To:	21 624			10.	0 11 11 11 2000
0.60	190	R	From:	21-024	NA NA		NA	04/14/2003
			To:	21-625 EAST]			
3.33	190	R			NA		NA	03/30/2000
0.05	30	R	From:	US 340 EAST	J NA		NA	04/13/2000
0.00			To:	Dead End; Gap Terminus]		10.	0 17 10/2000
0.15	20	ь	From:	Dead End; Gap Terminmus	NA.		NΙΛ	04/13/2000
0.13	20	K	To:	US 340 WEST]		INA	04/13/2000
			From:					
2.30	250	R			NA		NA	03/30/2000
			From:	21-622]			
1.26	330	R			NA -		NA	03/30/2000
0.50	620		From:	21-626	NIA.		NΙΔ	04/44/2002
0.50	620	ĸ	To:	US 50	I NA		INA	04/14/2003
			From:					
0.10	20	R			NA		NA	04/14/2003
			To: From:	01 (00 EACT				
1.85	170	R	<u> </u>		NA		NA	04/14/2003
			To: From:	US 50]			
0.53	40	R	To	21.722	NA 1		NA	04/14/2003
					1			
0.70	80	R		21-022	I NA		NA	03/30/2000
			To	21-628				
0.90	130	R			NA		NA	03/30/2000
			To:	21-624	<u> </u>			
1 00	140	R	From:	21-622	NΔ		NΔ	04/14/2003
1.50	1-10		To:	21-658	11/7		11/1	<u> </u>
			From:	21-658				
0.24	700	R	т	110.240	NA		NA	04/14/2003
			To: From:	US 340 21-626				
2.60	280	R	_ —		NA		NA	04/14/2003
					<u> </u>			
0.10	30	R	From:	SR 255	NΔ		NA	04/14/2003
5.10		.,	To:	Dead End]		. 7/ 1	J., 1 1, 2000
	2.09 2.31 0.05 1.75 0.60 0.90 0.60 3.33 0.05 0.15 2.30 1.26 0.50 0.10 1.85 0.53 0.70 0.90 1.90	2.31 240 0.05 60 1.75 30 0.60 100 0.90 60 0.60 190 3.33 190 0.05 30 0.15 20 2.30 250 1.26 330 0.50 620 0.10 20 1.85 170 0.53 40 0.70 80 0.90 130 1.90 140 2.60 280	2.09 90 R 2.31 240 R 0.05 60 R 1.75 30 R 0.60 100 R 0.90 60 R 0.60 190 R 3.33 190 R 0.05 30 R 0.15 20 R 2.30 250 R 1.26 330 R 0.50 620 R 1.85 170 R 0.53 40 R 0.70 80 R 0.90 130 R 1.90 140 R 1.90 140 R 1.90 140 R	2.09 90 R 2.31 240 R 70 100 100 R 1.75 30 R 0.60 100 R 0.90 60 R 0.90 60 R 0.00 190 R 1.00 190	Length AADT QA 4Tire Bus Truck 2Axle 3+Axle 1Trail 2Trail 2Trail 2.09 ME 21-608 2.09 ME 21-608 2.09 ME 21-608 2.09 ME 21-608 2.09 ME 21-628 2.	Length AADT QA 4Tire Bus Truck ZAxie 3+Axie 1Trail 2Trail QC Factor	Length AADT QA 4Tire Bus Truck 2Ade 3+Ade 1Trail 2Trail 2Trail 2Trail 2Trail	Length AADT QA 4Tire Bus 2Aste 3+Abd of 1Trail 2Trail QC Factor AAWDT QV

					C	iarke Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			()()	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County				From:		D1E1		i							
630	0.20	40	R			Dead End				NA			NA		04/17/2003
(630)	0.20			To-		US 50									0 1172000
				From:		21-723									
631)	0.50	140	R							NA			NA		04/17/2003
				To:		Dead End									
	2.25	2000	_	From:	00/	21-657	00/	00/	0	0.405	_	0.047	2000	_	2002
632	2.35	2000	F	98%	0%	1% 1%	0%	0%	С	0.105	F	0.647	2000	F	2003
	2.66	2100	F	From: 97%	1%	SR 7 1% 1%	1%	0%	С	0.118	F	0.562	2200	F	2003
(632)	2.00	2100	г	9170	1 70		1 70	0%	C	0.116	г	0.562	2200	Г	2003
632 632	1.56	1400	F	From: 97%	1%	21-639 1% 1%	1%	0%	F	0.101	F	0.602	1400	F	2003
(632)	1.50	1400	-	91 /0 To:		-761 Old Charles To		0 /0		0.101	•	0.002	1400		2003
				From:		21-652									
633	2.30	100	R	<u> </u>		21 032				NA			NA		03/30/2000
				To:		US 340									
				From:		21-655									
634)	0.58	1300	R							NA			NA		03/30/2000
				To-		21-657									
	4.45	F70	_	From:		Dead End				NIA			NIA		04/40/0000
635)	1.15	570	R							NA			NA		04/13/2000
	4.50	040	_	From:		SR 7				NIA			NIA		0.4/00/0000
635)	1.50	210	R	To-		21-660				NA			NA		04/23/2003
				From:		21-657		1							
636	1.50	970	F	96%	3%	1% 0%	0%	0%	С	0.137	F	0.585	1000	F	2003
030)				To:		SR 7 BUS								-	
				From:		Dead End									
637)	0.15	30	R							NA			NA		04/21/2003
				To:		21-761 EAST 21-761 WEST									
637	0.30	30	R			21-/61 WEST	l			NA			NA		04/21/2003
(037)	0.00			To:		Dead End									0 2 2000
				From:		Warren County I	ine								
(638)	3.41	2000	F	97%	0%	2% 0%	1%	0%	С	0.099	F	0.757	2000	F	2003
				To:		US 50									
\bigcirc				From:		21-632									
639	2.64	150	R							NA			NA		04/23/2003
\bigcirc				From:		21-611									
639	0.80	80	R							NA			NA		04/13/2000
	0.70		_	From:		21-641									0.4/0.4/0.000
639	0.70	280	R	To:		West Virginia State	Lina	1		NA			NA		04/24/2000
				From:			LIIIC								
640	2.20	310	R	Troin.		21-632				NA			NA		04/21/2003
640				To:		West Virginia State	e Line	[
				From:		US 340									
(641)	1.10	370	R	-						NA			NA		04/21/2003
				From:		21-610									
(641)	0.20	290	R							NA			NA		04/21/2003
				To:		21-639									
				From:	_	Frederick County	Line								
642	1.10	340	R	To:		21.644				NA			NA		04/14/2003
				10.		21-644									

					Glarite Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra		Dir AAWDT QW actor	/ Year
Clarke County				From:	SR 7	1		
(643)	1.30	1500	R	<u></u>	Sic /	NA NA	NA	04/06/2000
<u></u>				To:	Dead End			
				From:	Warren County Line			
644)	1.15	60	R			NA	NA	04/17/2003
				To: From:	21-658 SOUTH 21-658 NORTH			
644)	2.00	60	R	<u> </u>	21-036 NORTH	NA NA	NA	04/14/2003
044)				To:	US 340 WEST			
				From:	US 340 EAST	<u></u>		
644	0.60	310	R			NA	NA	04/24/2000
				To: From:	21-646			
644	0.80	430	R			NA	NA	04/14/2003
				To: From:	21-642			
644)	1.30	490	R			NA	NA	03/30/2000
				To: From:	US 50			
644)	1.10	200	R			NA	NA	03/30/2000
				To:	21-655			
644)	0.20	3	R	From:		NA	NA	04/17/2003
				To:	Frederick County Line			
				From:	SR 7			
645	0.20	320	R			NA	NA	04/13/2000
				To	0.20 MN SR 7	7		
645)	0.90	320	R	From:		NA	NA	04/13/2000
				To	21-664			
645)	0.70	130	R	From:	21 001	NA	NA	04/13/2000
040				To:	21-660			
				From:	Frederick County Line			
(646)	1.10	110	R		,	NA	NA	04/24/2000
				To:	21-644			
				From:	Dead End			
(647)	0.51	130	R			NA	NA	04/17/2003
				To:	21-613			
				From:	Dead End			
(648)	0.08	40	R			NA NA	NA	04/17/2003
				To:	SR 255			
	0.00	400	_	From:	21-606 SOUTH	」		0.4/4.4/0.000
(649)	2.00	460	R			NA	NA	04/14/2003
$\overline{}$				From:	21-605			
649	1.07	470	R	To:	21 (0())OPTH	NA NA	NA	04/14/2003
					21-606 NORTH			
	0.20	20	В	From:	21-601 SOUTH		NIA	04/06/2000
650	0.28	30	R			NA 	NA	04/06/2000
$\overline{}$	0.00	40		From:	21-601 MID		- NIA	04/44/0000
650	0.32	10	R	To:	21-601 NORTH	NA NA	NA	04/14/2003
				From:		1		
(5)	0.50	130	R	FIOII.	21-621	NA	NA	04/21/2003
651)	0.50	.00	• • • • • • • • • • • • • • • • • • • •		21.510	¬ ''''	1 1/1	5 Z 1, Z000
	1.00	260	R	From:	21-619	NA	NA	03/30/2000
651)	1.00	200	ĸ	To:	SR 255		INA	00/30/2000
				From:	21-620			
(652)	1.00	190	R	<u> </u>	21-020	∟ NA	NA	04/21/2003
002				To:	21-633	7		
				1		-	-	

					CI	arke Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County				From:		21-633		1							
(652)	1.40	170	R			21 055				NA			NA		04/21/2003
				Tn·		21-657									
650	2.00	200	R	From:		21-632				NA			NA		04/13/2000
653)	2.00	200	- 1	To		21-654				IVA			14/4		04/10/2000
653	1.40	470	R	From:		21-034				NA			NA		04/21/2003
				To:		SR 7									
\bigcirc	4.70	400		From:		21-653				NIA			NIA		0.4.4.0./0.000
654)	1.70	120	R	To:		21-611				NA			NA		04/13/2000
				From:		21-644		1							
655	0.60	210	R	_						NA			NA		03/30/2000
				From:		21-723 SOUTE 21-723 NORTE									
655	1.20	460	R			21 /23 1101111				NA			NA		03/30/2000
				To:		21-620									
655	1.26	580	R							NA			NA		03/30/2000
			_	From:		21-634									
655	0.84	980	R	To:		Frederick County	I ina			NA			NA		03/30/2000
				From:		21-659	Line	1							
656	0.80	380	R	<u> </u>		21-037				NA			NA		04/21/2003
				To: From:		21-674									
656	1.30	280	R							NA			NA		04/13/2000
				To:		21-632									
	1.02	1800	F	99%	0%	Frederick County 1	Line 0%	0%	С	0.117	F	0.707	1900	F	2003
657	1.02	1000	•	JJ /0	070		070		0	0.117	'	0.707	1500		2000
657)	1.40	2600	F	From: 99%	0%	21-634 0% 0%	0%	0%	F	0.109	F	0.63	2700	F	2003
				To: From:		21-632									
(657)	2.70	950	F	99%	0%	0% 0%	0%	0%	F	0.12	F	0.673	970	F	2003
				To: From:		21-636									
(657)	1.20	1300	F	99%	0%	0% 0%	0%	0%	F	0.114	F	0.524	1300	F	2003
				To: From:		US 340									
(658)	0.49	300	F	97%	1%	Warren County L	0%	0%	F	0.111	F	0.571	300	F	2003
000				To		21-644 SOUTE									
658)	0.10	320	F	97%	1%	1% 1%	0%	0%	F	0.115	F	0.506	330	F	2003
				To: From:		21-622									
658	2.40	420	F	97%	1%	1% 1%	0%	0%	F	0.123	F	0.63	430	F	2003
				From:		21-627			_						
658	0.40	680	F	97%	1%	1% 1%	0%	0%	С	0.102	F	0.514	690	F	2003
	0.25	700		From:	40/	21-628	00/	00/		0.404		0.540	700		2002
658	0.25	760	F	97% To:	1%	1% 1% US 340	0%	0%	F	0.124	F	0.512	780	F	2003
				From:		21-660									
(659)	1.40	130	R	<u></u>		***				NA			NA		04/13/2000
				To: From:		21-656									
(659)	1.00	220	R							NA			NA		04/13/2000
				Tn:	21	-761 Old Charles To	wn Road								
(660)	1.10	440	R	From:		SR 7				NA			NA		04/24/2000
(000)	1.10	-1-1 0	11	To		21-674				INA			INA		J-12-12000

					Cla	irke Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County				From:		21-674								
660	1.20	180	R			21-6/4			NA			NA		04/13/2000
(660)	0.22	200	R	From:		21-635			NA			NA		04/13/2000
660	0.26	150	R	From:		21-659			NA			NA		04/21/2003
(660)	0.60	50	R	To: From:		21-645	-		NA			NA		04/24/2000
000				To:		Frederick County Line								
(661)	1.80	310	R	From:	21-7	761 Old Charles Town Road			NA			NA		04/21/2003
				To:		21-672								
662	0.07	80	R	From:		Dead End SR 255			NA			NA		05/15/2000
				From:		21-603								
(663)	1.00	30	R	_					NA			NA		04/14/2003
				To:		21-608	1							
	0.30	60	R	From:		Frederick County Line			NA			NA		04/21/2003
664)	0.30	00	IX	To:		21-645			INA			INA		04/21/2000
				From:		US 50	Ī							
665	0.03	90	R						NA			NA		04/17/2003
				To: From:		0.03 MN US 50								
665	0.17	20	R	To:		Dead End			NA			NA		04/17/2003
Г f D						Dead End	-							
Town of Bovce				From:		21-617								
(666)	0.22	100	R	To:		NGL B			NA			NA		03/30/2000
				10.		NCL Boyce								
Clarke County				From:		US 340 WEST	1							
(667)	0.31	45	R				•		NA			NA		03/30/2000
				To: From:		US 340 MID								
(667)	0.50	49	R						NA			NA		03/30/2000
				To:		US 340 EAST								
	0.31	49	R	From:		US 340 WEST; 21-667			NA			NA		03/30/2000
(668)	0.51	43	IX.	To:		US 340 EAST			INA			INA		03/30/2000
				From:		US 340	1							
(669)	0.06	140	R			00010	1		NA			NA		03/30/2000
				To: From:		21-670	<u> </u>							
(669)	0.18	140	R	rioin.			-		NA			NA		04/14/2003
				To:		US 522								
	0.26	60	_	From:		21-669			NIA			NIA		03/30/3000
670)	0.26	60	R	To:		US 340			NA			NA		03/30/2000
Town of Berryville														
			_	From:		Dead End								
(671)	0.37	300	R						NA			NA		04/06/2000
	0.00	440		From:		21-1020			NI A			NI A		04/00/0000
(671)	80.0	440	R	To:		SR 7 BUS			NA			NA		04/06/2000
						DIC / DUS								

					Cic	arke mannenance	Alca								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle			O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Clarke County				From:	21-	761 Old Charles Town	n Road	Ī							
672	2.98	460	R		21-	701 Old Charles Town	rtoau			NA			NA		04/13/2000
			_	To: From:		21-661									
672	0.05	750	R	To		Frederick County Lin	ne			NA			NA		04/21/2003
Town of Berryville								1							
	0.11	100	R	From:		21-613				NA			NA		04/06/2000
673)	0.11	100	K	To:		Dead End				INA			INA		04/00/2000
Clarke County															
(674)	0.80	230	R	From:		21-660				NA			NA		04/21/2003
074)				To:		21-656									
				From:		21-632 EAST									
675	0.28	30	R							NA			NA		04/13/2000
	0.31	50	R	From:		21-632 MID				NA			NA		04/21/2003
675	0.01			To:		21-632 NORTH				1471			147.		0-1/2 1/2000
				From:		21-677									
676	0.09	180	R	To		21.615				NA			NA		04/23/2003
				From:		21-615									
677	0.20	150	R	r tolii.		21-676				NA			NA		04/23/2003
(677)				To:		Dead End									
				From:		Dead End									
678)	0.13	40	R	To		97.44				NA			NA		04/14/2003
				From:		SR 255									
679	0.80	430	R	11011.		SR 7 WEST				NA			NA		04/14/2003
				Tax		21-604									
679	0.75	410	R	From:		21 001				NA			NA		04/06/2000
				To:		SR 7 EAST									
	0.04	70	_	From:		Dead End				NIA			NIA		0.4/0.4/0.000
680	0.34	70	R							NA			NA		04/21/2003
600	0.16	180	ь	From:		0.34 MW Dead End	d			NA			NA		04/24/2000
680	0.10	100	R	To:		US 340				INA			INA		04/24/2000
Town of Berryville															
	0.07	90	R	From:		Dead End				NA			NA		04/06/2000
(681)	0.07	90	K	To:		21-616				INA			INA		04/00/2000
Clarke County															
	0.57	770	_	From:		Dead End				NIA			NIA		00/00/0000
(690)	0.57	770	R	To:		21-638				NA			NA		03/30/2000
				From:		US 50		<u>.</u>							
723	2.16	940	F	97%	1%	1% 1%	0%	0%	F	0.116	F	0.646	970	F	2003
				To- From-		SR 255 SOUTH									
(723)	1.73	790	F	97%	1%	SR 255 NORTH 1% 1%	0%	0%	F	0.136	F	0.537	820	F	2003
				To		SCL Boyce									
Town of Bovce				From:		SCL Boyce									
723	0.29	1200	F	97%	1%	1% 1%	0%	0%	С	0.186	F	0.595	1300	F	2003
				From:		US 340									
723	0.47	1400	F	97%	1%	1% 1%	0%	0%	F	0.114	F	0.566	1400	F	2003
				To:		NCL Boyce									

Devide	1 11	4457		4.T.		Tr			- 00	K	011	Dir	A A) A (D =	0141	
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle	1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Clarke County				From:		NCL Boyce									
723	2.00	1200	F	97%	1%	1% 1%	0%	0%	F	0.114	F	0.559	1300	F	2003
	0.57	1000	F	To: From: 97%	1%	21-655 WEST 1% 1%	0%	0%	F	0.111	F	0.527	1100	F	2003
(723)	0.57	1000	Г	91 70 To:	1 70	Frederick County		0%	ŗ	0.111	Г	0.327	1100	Г	2003
				From:		Frederick County									
(761) Old Charles Town Road	3.00	830	F	96%	0%	1% 1%	1%	0%	С	0.116	F	0.592	860	F	2003
Old Objects Town Board	4.00	070		From:	00/	21-632	40/	00/		0.44	_	0.554	000		2000
(761) Old Charles Town Road	1.33	670	F	96% To:	0%	1% 1% West Virginia State	1% Line	0%	F	0.11	F	0.551	680	F	2003
Town of Berryville								•							
	0.00	2200	,	From:		21-616				NIA			NIA		04/02/0002
(1001)	80.0	2200	R	To:		US 340 SOUT	Н			NA			NA		04/23/2003
				From:		US 340 NORT									
(1001)	0.12	340	R							NA			NA		04/06/2000
	0.06	220	R	From:		21-1004				NA			NA		04/23/2003
(1001)	0.00	220	IX.	To:		21 1025				INA			INA		04/23/2003
(1001)	0.06	190	R	From:		21-1025				NA			NA		04/06/2000
				To:		21-1003									
\bigcirc	0.00		_	From:		US 340									0.4.10.0.10.00.0
1002	0.08	320	R							NA			NA		04/06/2000
4000	0.13	240	R	From:		21-1004				NA			NA		04/28/2003
1002	0.10	240		To:		21-1003				INA			14/4		04/20/2003
1002	0.07	240	R	From:		21-1003				NA			NA		04/06/2000
				To: From:		21-1009									
(1002)	0.03	180	R	From:						NA			NA		04/06/2000
				To:		Dead End									
	0.18	850	R	From:		Dead End				NA			NA		04/23/2003
1003	0.10	000	ix.	To:		CD 7 DUC				INA			INA		04/23/2003
(1003)	0.09	290	R	From:		SR 7 BUS				NA			NA		04/23/2003
				To		21-1001									
(1003)	0.07	150	R	From:						NA			NA		04/28/2003
				To:		21-1002									
(1004)	0.09	310	R	From:		SR 7 BUS				NA			NA		04/06/2000
(1004)	0.00	310	.,	To		21-1001				11/7			11/4		<u></u>
(1004)	0.08	220	R	From:		21-1001		[NA			NA		04/28/2003
				To		21-1002									
1004	0.11	130	R	From:						NA			NA		04/06/2000
				To:		21-1010									
	0.19	1000	R	From:		21-615				NA			NA		04/23/2003
(1005)	0.18	1000	- К	To:		21 1014 0017	11			INA			INA		UTIZJIZUUJ
1005	0.01	2000	R	From:		21-1014 SOUT	п			NA			NA		04/23/2003
				To		21-1014 NORT	H	 1							
1005	0.17	2100	R	From:		21 1311110101				NA			NA		04/23/2003
				To		21-616									
	0.14	220	-	From:		Dead End				NIA			NIA		04/02/0000
1006	0.14	330	R	To		US 340				NA			NA		04/23/2003
•								<u> </u>							

					Clarke Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	OC.	QK Dir Factor	AAWDT QV	/ Year
Town of Berryville				p. 1		1 40101	. 40101		
(1000)	0.09	320	R	From:	US 340			NA	04/23/2003
(1006)	0.00			To:	21-616	<u> </u>		10.	0 1/20/2000
				From:	Dead End				
1007	0.16	930	R	To:	SR 7 BUS	NA T		NA	04/23/200
				From:	Dead End				
1008	0.11	260	R	<u> </u>	Dead End	NA		NA	04/28/200
				To: From:	21-1013				
(1008)	0.15	470	R	·		NA		NA	04/23/200
			_	From:	US 340]			
1008	0.09	190	R	To:	21-616	NA T		NA	04/28/200
				From:	21-1002				
(1009)	0.08	50	R	<u> </u>	21-1002	J NA		NA	04/06/200
				To:	21-1010				
1010				From:	US 340				
	0.03	600	R			NA		NA	04/28/200
	2.22			From:	21-1004]			0.4/00/000
1010	0.20	410	R			NA -		NA	04/23/200
(1010)	0.12	350	R	From:	21-1009	NA		NA	04/23/200
	0.12	330	K	т	21.1021	7		INA.	04/23/200
(100)	0.08	100	R	From:	21-1024	NA		NA	04/23/200
(1010)	0.00	100		То:	NWCL Berryville]		10.0	04/20/200
Clarke County									
	0.02	100	R	From:	NWCL Berryville			NA	04/23/200
(1010)	0.02	100	IX.	To:	Dead End	١٧٨		IVA	04/23/200
Town of Berryville									
(1011)				From:	21-616]			0.1/00/000
	80.0	1400	R	To:	US 340	NA T		NA	04/23/200
				From:	Dead End				
(1012)	0.16	180	R	<u> </u>	Detta Ena	NA		NA	04/28/200
				To:	21-616				
\sim			_	From:	US 340				
(1013)	0.21	180	R	To:	21-1008	NA T		NA	04/23/200
				From:	Dead End	1			
1014)	0.10	490	R		Dead End	NA NA		NA	04/23/200
				То:	21-1005 SOUTH				
	0.06	1400	R	From:	21-1005 NORTH			NA	04/23/200
(1014)	0.00	1400	IX.	т		- INC		IVA	04/23/200
(1014)	0.05	1000	R	From:	21-1021	NA		NA	04/23/200
(1014)				To:	21-1023				
(1014)	0.05	660	R	From:	21-10/23	NA		NA	04/23/200
				То:	Dead End				
(1015)				From:	21-1016				
	0.06	160	R			NA		NA	04/06/200
				To: From:	21-1017]			0.4/00/27
1015)	80.0	300	R	To:	US 340	NA T		NA	04/23/2003
					US 340	-			

					Clarke Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	2Trail	QC K QK Factor Fa	Dir AAWDT QW actor	Year	
Town of Berryville				From:	21-1017					
(1016)	0.09	45	R		21-1017		NA	NA	04/06/2000	
				To:	21-1015					
\bigcirc				From:	21-1015				0.1/0.0/0.00	
(1017)	0.05	140	R				NA	NA	04/06/2000	
	0.04	60	R	From:	21-1016		NA	NA	04/23/2003	
(1017)	0.04	60	K	To:	21-1018	ĺ	INA	INA	04/23/200	
				From:	Cul-de-Sac	i				
1018)	0.05	70	R				NA	NA	04/06/200	
				To:	21-1017					
Clarke County				From:	Dead End					
1019	0.47	800	R		Dead End	I	NA	NA	04/24/200	
				To:	SR 7 BUS					
Town of Berryville										
	0.15	190	R	From:	Dead End		NA	NA	04/06/200	
(1020)	0.13	190	K	To:	21-671	1	IVA	IVA	04/00/2000	
				From:	21-615					
(1021)	0.10	530	R			-	NA	NA	04/23/2003	
				To: From:	21-1014	-				
(1021)	0.06	280	R				NA	NA	04/23/2003	
				To:	21-1022					
(1022)	0.04	230	R	From:	21-1021		NA	NA	04/23/200	
	0.04	230	IX.	To	21-1023	1	IVA	INA	04/23/200	
				From:	Cul-de-Sac	ĺ				
1023	0.06	150	R			-	NA	NA	04/23/2003	
				From:	21-1014					
1023	0.04	130	R				NA	NA	04/23/2003	
				To:	21-1022					
(1024)	0.20	430	R	From:	SR 7 BUS		NA	NA	04/23/2003	
	0.20	430	IX.	To:	21-1010	1	IVA	INA	04/25/200	
				From:	21-1001					
(1025)	0.05	50	R				NA	NA	04/06/2000	
				To:	Cul-de-Sac					
(1026)	0.06	240		From:	Dead End		NIA	NIA	04/23/2003	
	0.06	240	R	To	21-1014		NA	NA	04/23/200	
				From:	Cul-de-Sac					
(1027)	0.21	170	R				NA	NA	04/23/2003	
				To:	21-1006					
(1028)				From:	Dead End					
	0.30	100	R	To:	21-1027	1	NA	NA	04/23/2003	
				From:	US-00340(B)/					
1029	0.28	NA		<u> </u>	O5-002-0(D)/		NA	NA		
				To:	Dead End/					
<u> </u>				From:	Cul-de-Sac/					
(1030)	0.12	NA			64 04000 T		NA	NA		
				To:	21-01028(B)/					
(1035)	0.54	1400	R	From:	Dead End		NA	NA	04/24/2000	
	0.04	. +00	11	To	21-1036		IVA	IVA	U-1/2-1/2000	

					CI	arke Maintenan									
Route Town of Pornwille	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Berryville				From:		21-1036									
(1035)	0.07	4200	R							NA			NA		04/24/2000
				Tn·		US 340									
(1036)	0.05	70	R	From:		Cul-de-Sac			NA	NIA	,				04/06/2004
	0.05	70	K	To:		21-1035		1		INA			NA		04/06/2000
				From:		Cul-de-Sac		 I							
(1037)	0.09	120	R							NA			NA		04/28/200
				To:		21-1035									
				From:		Cul-de-Sac									
(1038)	0.09	120	R	т		21 1025				NA			NA		04/28/200
				To:		21-1035									
(1039)	0.09	120	R	From:		Cul-de-Sac			NA	NΙΔ		NA		04/28/200	
		120		To:		21-1035		1		INA			INA		U4/20/2003
				From:		Cul-de-Sac									
1040	0.08	100	R							NA			NA		04/28/2003
				To:		21-1035									
(1041)	0.33			From:		C1SR 7			NA		NA				
		NA		To:		21 1025				NA			NA		
				From:		21-1035									
0.7	0.11	NA		Fioni.		Cul-de-Sac				NA		NA	NΑ		
	0.11	147		To:		21-1041		ĺ		147 (147.		
Clarke County															
				From:		Dead End/									
(1043)	0.06	NA		To		21.01025(D)	,	1		NA			NA		
				From:		21-01035(B)									
(1070)	0.33	130	R	r toin.		Dead End			NA	NA		NA		04/14/2003	
	0.00			To:		US 340									0 11 11 11 2000
9103	0.08		R	From:		21-636							NA		1995
		400							NA 	NA					
				To:		D G Cooley Elem S	School								
Town of Berryville				From:		OD 7		r							
(9104)	0.06	320	R			SR 7			NA	NA			NA		1995
(9104)				To:		Berryville High So	chool								
Clarke County															
	0.12	40.5	_	From:		21-614									4000
9105		430	R	To:		Josephine Scho	vol	1	NA	NA	ľ	NA	NA	1986	
				From:		21-636	701	I							
9106)	0.17	450	R			21-030				NA			NA		1995
				To:		Clarke Cty High	Sch								
Town of Bovce															
			_	From:		21-723							1005		
9582	0.09	370	R	To		Davies C-L	1			NA			NA		1995
						Boyce School	ı								